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# **Detroit Intermodal Freight Terminal Study**

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## **Draft Environmental Impact Statement**

**May 2005**

**Presented by the Michigan Department of Transportation  
in cooperation with:  
U.S. Department of Transportation  
Federal Highway Administration**



# Overview of Presentation

- What is Intermodal?
- Detroit Intermodal Freight Terminal (DIFT) Study
- Planning and Approval Process
- Study Chronology
- Purpose and Need
- Alternatives
- What We Heard
- Next Steps

# What Is Intermodal?



Intermodal freight is a method used by manufacturers to ship their products to market.

It is called "intermodal," because it uses two "modes" -- trucks and trains -- carrying special containers and trailers.

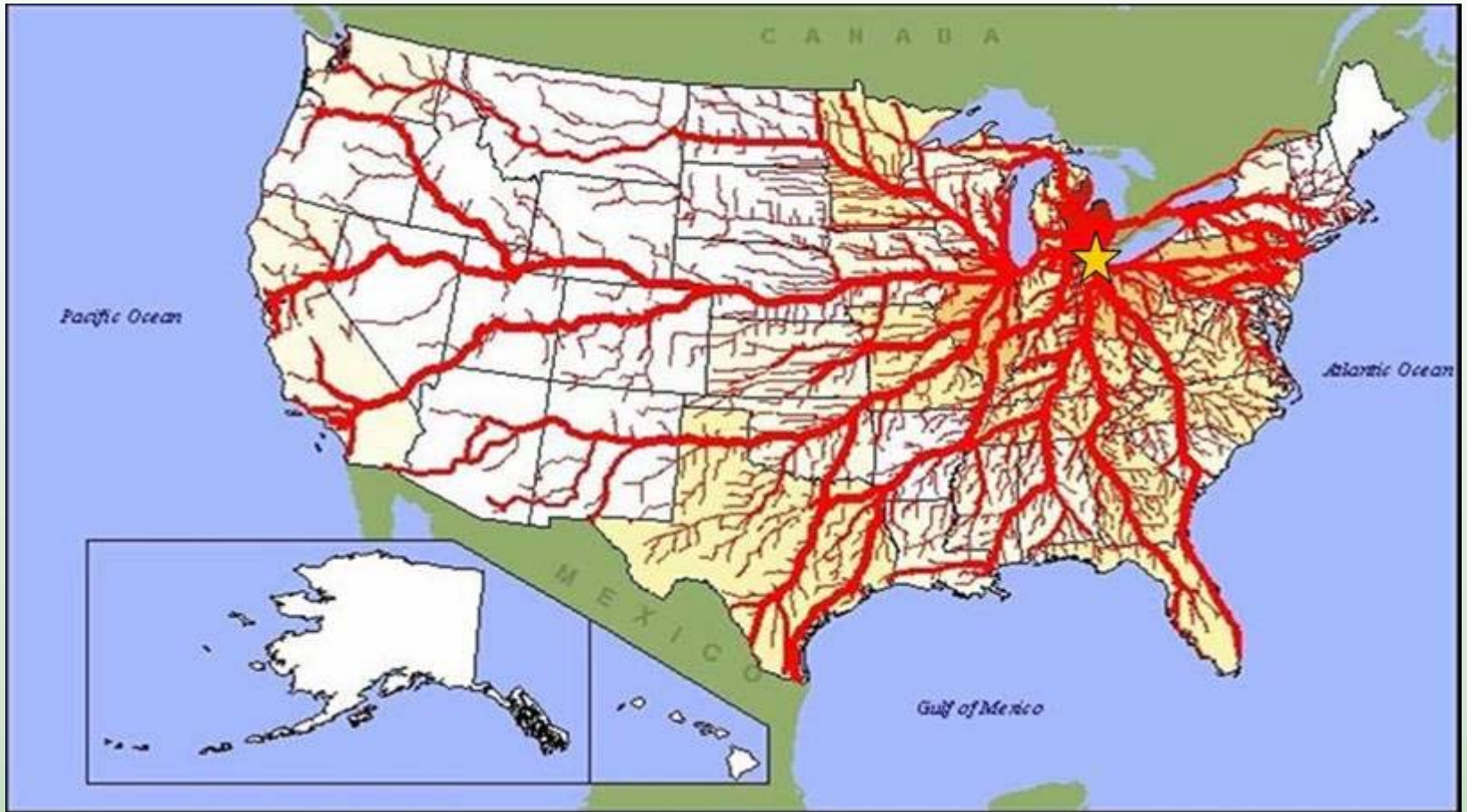


# Detroit Intermodal Freight Terminal Study

- Detroit is one of the top intermodal markets in the nation
- Capacity of terminals and coordination of rail lines is inadequate
- Addresses needs of intermodal transportation in southeast Michigan



# U.S. Freight Flows



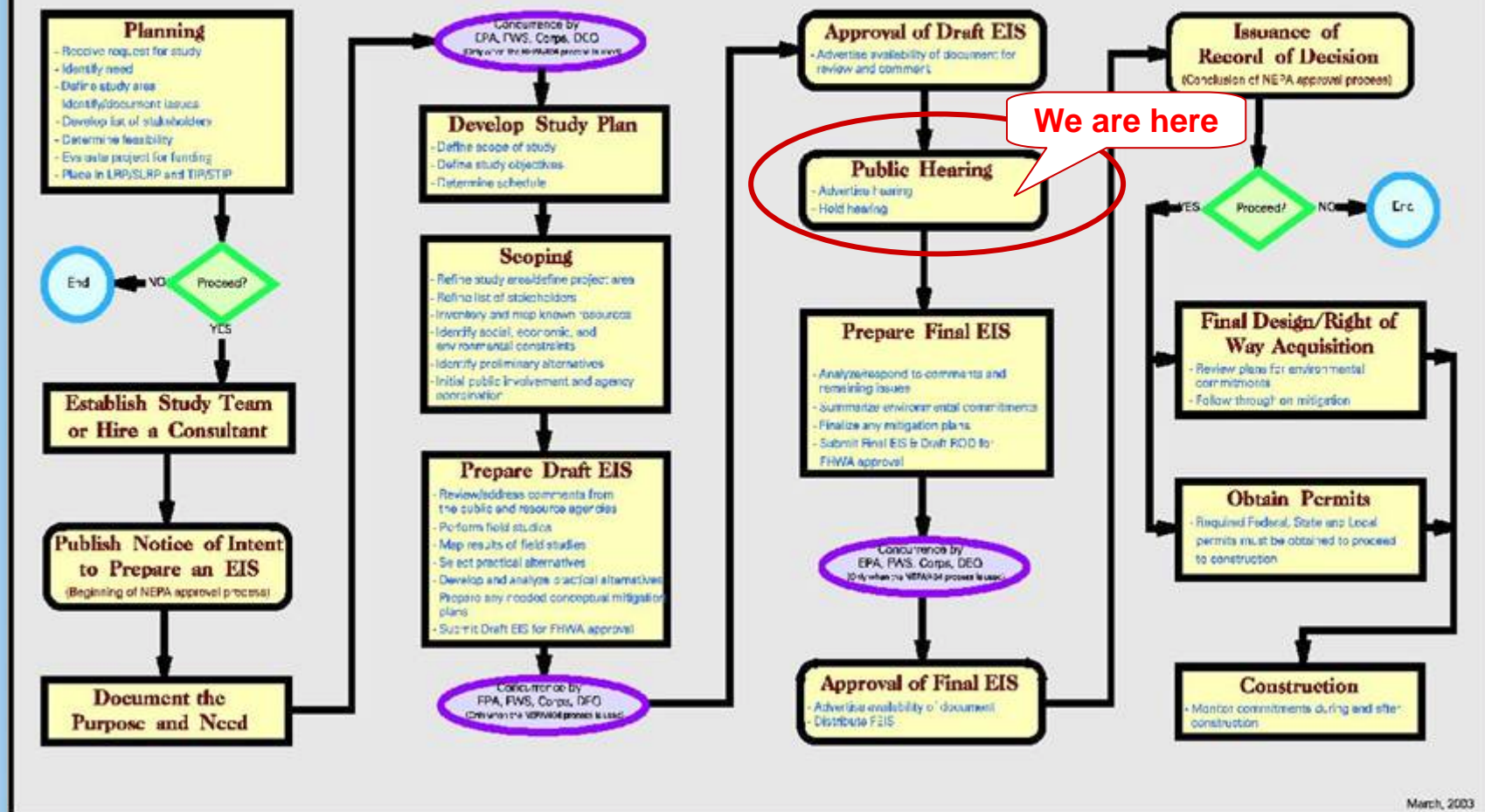
Detroit Intermodal Freight Terminal Study





# FHWA/MDOT Planning and Approval Process

## for Projects Requiring the Preparation of an Environmental Impact Statement



March, 2003

Detroit Intermodal Freight Terminal Study



# Importance of Environmental Process

- Purpose of EIS
  - Required for projects which significantly affect quality of environment
  - Identify and develop methods and procedures to insure consideration of environmental impacts
  - Systematic, interdisciplinary and analytic



# Study Chronology

- 1993-94: Early Assessment of Need and Vision
- 2001: Feasibility Study
- 2002: Environmental Impact Statement (EIS) Started
- 2003: EIS Alternatives Expanded Based on Public Input
- 2004: EIS Prepared in Preliminary Form for MDOT/Review
- 2005: DEIS Presented to Public



# Public Engagement

- Local Advisory Council Meetings
- Public Meetings
- Scoping Meetings Open to Public



# Purpose

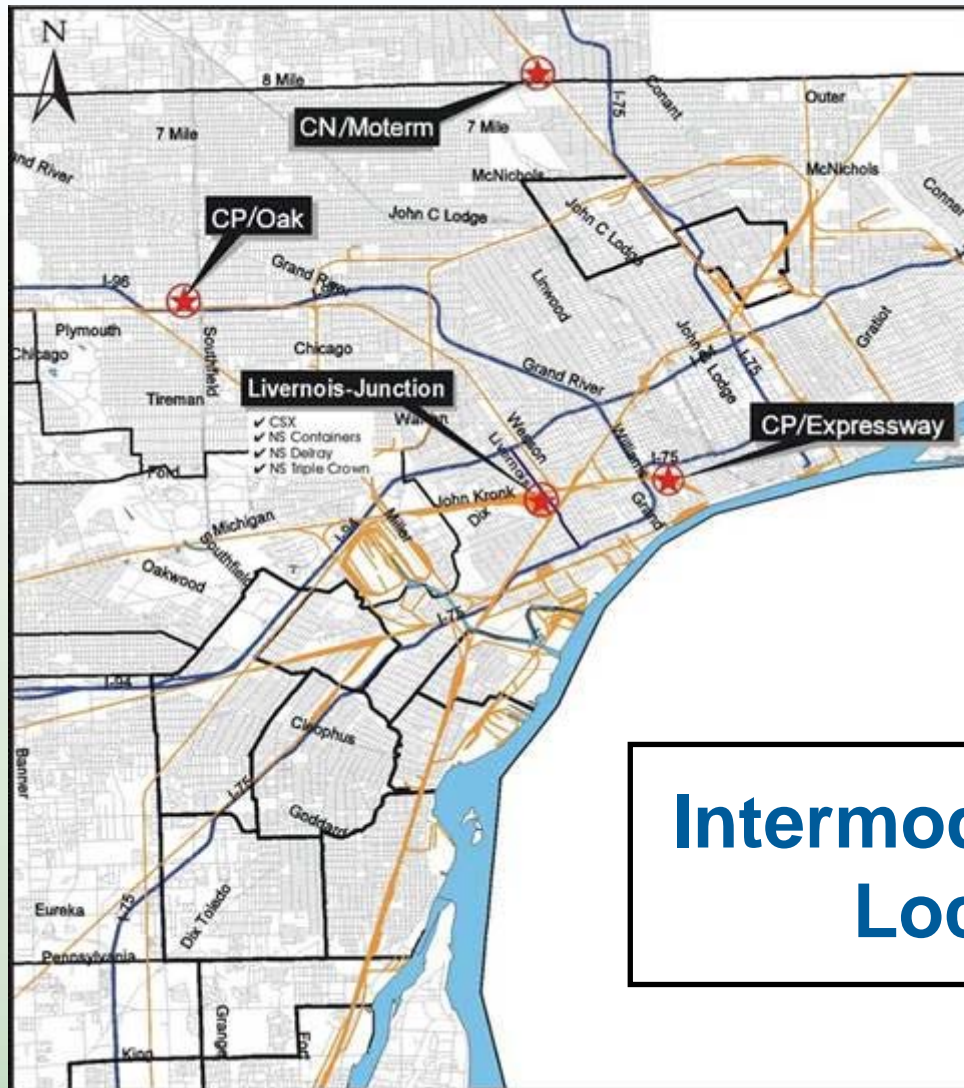
To support the economic competitiveness of southeast Michigan and the state by improving freight transportation opportunities and efficiencies for business, industry and the military.

# Need

- Additional intermodal terminal capacity
- Better coordination between and among rail terminals
- Better interface between public road system (primarily interstate freeways) and rail facilities
- Efficiency of business, industry and U.S. military
- Better connectivity between railroads

# Projected 2025 Intermodal Demand

|       | Demand<br>(lifts/year) |         | Current<br>Capacity<br>(lifts/year) | Deficiency<br>(lifts/year) |
|-------|------------------------|---------|-------------------------------------|----------------------------|
|       | Low                    | High    |                                     |                            |
| Total | 495,000                | 776,000 | 345,000                             | 150,000<br>to<br>431,000   |



## Intermodal Terminal Locations



# Livernois-Junction Yard





# CP/Expressway Terminal





# CP/Oak Terminal





# CN/Moterm Terminal



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# Alternative 1

## “No Action”

Assumes railroads will develop existing intermodal rail yards in southeast Michigan without federal and state government funding assistance and oversight.



# Alternative 2

## “Improve/Expand”

Proposes improvements to four existing intermodal rail terminals operated by CSX, Canadian National, Canadian Pacific and Norfolk Southern.

# Alternative 3

## “Consolidation”

Proposes intermodal operations of all four Class I railroads will be consolidated at the Livernois-Junction Yard area.

# Alternative 4

## “Composite Option”

Proposes intermodal operations of CSX, Norfolk Southern and Canadian Pacific be consolidated at the site of the Livernois-Junction Yard in Southwest Detroit, while improving/expanding the existing CN/Moterm Intermodal Terminal

# Other Alternatives Considered

- Use Other Smaller Sites
- Develop Greenfield Sites

# Investments

- No Action:
  - Railroads, but no Government
- Action Alternatives:
  - Railroads
  - Government
    - PLUS Government Oversight



# What Was Heard: Community Concerns

- Traffic
- Safety
- Affected Populations
- Relocations
- Jobs
- Air Quality
- Noise

# Traffic Impacts

- No Action:
  - Intermodal trucks continue to use neighborhood streets
- Action Alternatives:
  - Intermodal trucks removed from neighborhood streets

# Safety Impacts

- No Action:
  - Continual rail/auto and pedestrian conflicts at Lonyo and Central
- Action Alternatives:
  - Lonyo closed. Lonyo traffic channeled to Central
  - Central separated below rail lanes

# Affected Populations

- Recognizing Diverse Populations
  - Environmental Justice
  - Title VI
- No Action:
  - No disproportionate adverse impact expected
- Action Alternatives:
  - No disproportionate adverse impact expected

# Relocation Impacts

| Alternative                              | Relocations |             |
|--|-------------|-------------|
|  | Business    | Residential |
| <b>Alternative 1:<br/>No Action</b>      | None        | None        |
| <b>Alternative 2:<br/>Improve/Expand</b> | Up to 18    | None        |
| <b>Alternative 3:<br/>Consolidate</b>    | 64          | 83          |
| <b>Alternative 4:<br/>Composite</b>      | 51          | 33          |



# Jobs Created

| Alternative                              | Net New Permanent Jobs by 2025 | Construction Jobs |
|--|--------------------------------|-------------------|
| <b>Alternative 1:<br/>No Action</b>      | 1,000                          | -                 |
| <b>Alternative 2:<br/>Improve/Expand</b> | 3,900                          | 375               |
| <b>Alternative 3:<br/>Consolidate</b>    | 8,000                          | 550               |
| <b>Alternative 4:<br/>Composite</b>      | 7,800                          | 550               |

# Air Quality Impacts

- Pollutant Burdens of Action Alternatives are forecast to be
  - More than today at terminals
  - Less than today around terminals on neighborhood streets
  - Less than today on regional roadway system

# Noise Impacts

- No Action:
  - Noise continues to occur, with no noticeable increases from today
- Action Alternatives:
  - Security walls built, so no noticeable increase from today

# Next Steps

- **Formal presentations to Local Advisory Committee, Local Agency Group and Steering Committee**
- **Formal presentations to Mayors/Councils/Planning Commissions of terminal host cities:**
  - **Detroit**
  - **Dearborn**
  - **Ferndale**
  - **Hazel Park**
  - **Highland Park**
  - **Wayne/Oakland Counties**
    - **Executive**
    - **Commissioners**
  - **Road Commission**
  - **Detroit Chamber of Commerce**
  - **Automation Alley**

# Next Steps

- **Public Hearings:**
  - June 13 – SW Detroit/Dearborn area**
  - June 14 – Corktown area**
  - June 15 – Grandmont area**
  - June 16 – Ferndale area**
- **Continue to receive public comment until August 16, 2005**

# Next Steps

- **Final Environmental Impact Statement: 2006**
- **Record of Decision: late 2006 or early 2007**



# For More Information

**The DEIS may be viewed at the  
following locations:**

MDOT Detroit

Transportation Service Center  
1400 Howard St., Detroit

MDOT Oakland

Transportation Service Center  
2300 Dixie Hwy., Waterford

MDOT Region Office

18101 W. Nine Mile, Southfield

MDOT Bureau of

Transportation Planning  
425 Ottawa St., Lansing

# For More Information

**The DEIS may be viewed at the  
following locations:**

Ferndale Public Library  
222 E. Nine Mile, Ferndale

Detroit Public Library  
5201 Woodward Ave., Detroit

Henry Ford Centennial Library  
16301 Michigan Ave.,  
Dearborn

Bowen Branch of the  
Detroit Public Library  
3648 W. Vernor, Detroit

# For More Information

[www.michigan.gov/mdotstudies](http://www.michigan.gov/mdotstudies)

Select “DIFT Detroit Intermodal  
Freight Terminal”

**Thank You**

# Questions/Comments